

CHINA



MAIL.

PUBLISHED EVERY EVENING, AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL AND SHIPPING LIST."

VOL. XXV. No. 1868

號三月六年九十六百八千一英

HONGKONG, THURSDAY, 3rd JUNE, 1869.

日三十月四年巳己治同

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.
LONDON.—F. ALGAR, 11, Clement's Lane,
Leicester Street, Georgia Street, 30,
Cornhill. GORDON & GOTTCH, 121, Hol-
born Hill, E.C. BATES HENDY & CO.,
4 Old Bailey, E.C.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOTTCH, Mel-
bourne and Sydney.
SAN FRANCISCO and American Ports
generally.—WHITE & BAUER, San
Francisco.
CHINA.—Sutton, DROWN & Co., Amoy,
Giles & Co., Foochow, THOMPSON,
Giles & Co., Hongkong, THOMPSON,
Giles & Co., Shanghai, and other ports.

Arrivals.

June 2, China, from Canton.
June 2, Greena, Spanish brig, 240, Bar-
celona, Manila, May 19, General.—REMERDOR
& Co.
June 3, George, from Whampoa.
June 3, United Service, British steamer,
600, Tongs, Shanghai, May 30, General.—
Wm. P. & Co.

Departures.

June 3, Ottawa, for Shanghai.
June 3, Sunda, for Yokohama.
June 3, Ceres, for Manila.
June 3, the Birle Frere, for Singapore.
June 3, Ellen Morris, for Whampoa.
June 3, Kwang Tung, for Swatow.
June 3, Amiral Frolet, for Labuan.
June 3, Maury, for Saigon.
June 3, Queen of the Ocean, for Yokohama.

Passengers.

Arrived.—Mr. Haken and 40 Chinese.

Shipping Reports.

The British steamer United Service, Capt.
Tough, from Shanghai, reports fine weather
all the passage to Hongkong.
The P. & O. Co. steamer North, left Shanghai 15 mi-
nutes before the United Service, for Swatow
and Hongkong.

New Advertisements.

FOR SWATOW, AMOY & FOOCHEW.
The Steamship
"DOUGLAS"
Capt. Torris, will have
immediate dispatch for the
above ports.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, June 3, 1869.

NOTICE.
WE HAVE REMOVED to the House No.
20, Lyndhurst Terrace.
HASANBHOY GOULIN HOSAIN & Co.
Hongkong, June 2, 1869.

FROM PENANG AND SINGAPORE.
THE West India and Pacific Steamship
Co.'s steamer "West India," having
arrived from the above ports, Consignees
of Cargo by her are requested to send in
their Bills of Lading to the Undersigned
for countersignature and to take immediate
delivery of their Goods.
Cargo impeding the discharge of the
Steamer, will be landed and stored at Con-
signees' risk and expense by
JARDINE, MATHESON & Co.
Hongkong, June 2, 1869.

TO LET.
6 HOUSES in Seymour Terrace No. 2, 3,
4, 5, 6, 10, 11 and 12, each containing 4
rooms with outbuildings attached. Water
and Gas laid.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, June 2, 1869.

INSTRUMENTAL MUSIC.

As it is in contemplation to form an
Instrumental Musical CLASS for
those possessing a knowledge of Music as
well as an instruction class, Gentlemen
wishing to assist in carrying out the same,
are requested to send in their names to Mr.
C. SPORN.
Hongkong, June 2, 1869.

NOTICE OF REMOVAL.
THE PRINTING OFFICE of the Under-
signed has been REMOVED to the
House No. 1, Hollywood Road, opposite
the "Hotel d'Europe."
ORONHA & SONS,
Hongkong, June 1, 1869.

**UNION INSURANCE SOCIETY OF
CANTON.**
NOTICE.

SHARE No. 119 has been placed in the
hands of the Directors for Sale. Seal-
ed TENDERS for purchase of same will be
received until the 15th June 1869.
By order of the Board,
ROBERT WATMORE,
Secretary.
Hongkong, June 1, 1869.

FAWCETT & Co.,
SHIP CHANDLERS, GENERAL
STOREKEEPERS,
WINE & SPIRIT MERCHANTS,
SAIL MAKERS,
AND
COMMISSION AGENTS,
Wyndham Street, Hongkong.
Hongkong, April 1, 1869.

New Advertisements.

FOR SALE.
DRAUGHT ALE & PORTER in Hhds.
Apply to
ROBERT S. WALKER & Co.
Hongkong, June 1, 1869.

NOTICE.
THE Undersigned request that all Ac-
counts Due them be paid on or before
the 15th INSTANT, and all Claims against
them sent in immediately.
THOS. HUNT & Co.
Hongkong, June 1, 1869.

WANTED.
An intelligent, energetic, business-like
European, able to take entire charge
of the China Magazine, printing and pub-
lishing business. A thoroughly accurate
knowledge of the English language is an
absolute necessity and some acquaintance
either with Printing or Photography would
be an advantage. The most satisfactory
references will be required, and a person
who can produce these, and is willing to
devote himself energetically and industri-
ously to the business, will be liberally dealt
with. Apply by letter only to the Proprietor
of the China Magazine, 7, Pedder's
Wharf, Hongkong.

NOW READY.
(AT THE "CHINA MAIL" OFFICE.)
PRICE \$1.00.

THE ANGLO-CHINESE CALENDAR MANUAL.

A Handbook of reference for the deter-
mination of Chinese Dates, during the
period from 1860 to 1869, with comparative
Tables of Annual and Mensural Designations,
etc., etc. Compiled by WILLIAM FREDERICK
MAYERS, H.M.C.S.

Author's Preface.
Most persons whose avocations or studies
are connected even remotely with Chinese
subjects are wont to confess the need of a
convenient manual of reference for the pur-
pose of determining dates according to
either the European or the Chinese method
of computation; and a system of compar-
ison for the names attributed to years,
months, and other periods is also frequent-
ly a desideratum with translators and
readers of Chinese literature. The com-
pilation of the following tables has been
accordingly, that their publication in a
convenient form may prove useful, although
much yet remains to be done for the elabo-
ration of comparative calendars, etc. that
should leave nothing to be desired. With
the exception of the Cyclical Table of
Years, and the Table of Solar Terms, both
of which were originally compiled by Dr.
Morrison, and afterwards republished with
improvements in Williams' Commercial
Guide, from which (with some alterations)
they are now copied, the whole of the mat-
ter assembled in the following pages is for
the first time made accessible to general
reference.

Published by C. A. SAINT, China Mail
Office, Hongkong.

SPANISH CONSULATE.

REQUIRED for the Spanish Service,
seven first class second Engineers and
nine second Engineers. The Government
invites those who are capable to be as such
for the satisfaction of the service. Who-
ever wishes to engage for 1, 2, or 3 years,
with a salary of 1,425 Spanish dollars an-
nually, and for first class second Engineer
1,170 dollars annually. It must be under-
stood that, to prove their ability, they
must present certificates sufficiently au-
thorized by the Government, to certify
where they have been embarked, having
charge of Engines of more than 100 nominal
horse power Steamers or Boats, or at least
the second Engineers in 200 horse power
Boats for 2 years, for which they must
guarantee themselves, and trust to carry
the job and repair of the Engines, or they
must certify that they have been in mer-
chant's Service, or from other Governments.
The Engineers after their arrival here,
will be examined in the work-shop; after-
wards they will make an agreement for six
months, and when they are proved to be
capable enough to carry the job in six
months' time, then they can make for
longer time in both cases; the Government
will pay the travelling expenses from Hong-
kong or from Shanghai, if the examination
proves that they are capable of undertaking
the job.

JOSE PERLA.
Cavite, April 17, 1869.
By Translation,
MANUEL DE COLARTE,
Acting Consul for Spain.
Hongkong, May 28, 1869.

NOTICE.

THE Undersigned begs to inform his
Patrons, that his GALLERY will be
Closed on the 1st of June for taking Card
Photographs, consequent on his Removal to
the New Establishment, on the corner of
Wyndham and Wellington Streets, opposite
ATCO, Tailor.

Ordinary business will be conducted dur-
ing the month of June, in the present Es-
tablishment.

W. F. FLOYD.
Hongkong, May 24, 1869.

HOTEL DE FRANCE,
A CANTON.
Service comfortable, prix modérés.
20 Mai, 1869.

New Advertisements.

RE RAY & Co.
NOTICE TO CREDITORS PUBLISHED BY THE
BANKRUPTCY ORDINANCE
1861, Sec. 170.

JOSEPH JOHNSON RAY, lately trading
as a Storekeeper and Commission
Merchant at Victoria, in the Colony of
Hongkong, under the Style or Firm of
"RAY & Co.," having on the 28th day of
May instant executed a deed of Assignment
for the benefit of Creditors, which can be
seen at the office of the undersigned, and
agreed to by the Court of Bankruptcy at
Victoria, and JOHN FAIRBANKS, both of
Victoria, of the said JOSEPH JOHNSON RAY,
the Creditors of the said JOSEPH JOHNSON
RAY are hereby required to signify
their assent to or dissent from such deed by
notice in writing addressed to the Trustee
within fourteen days from the date of the
insertion of this Notice.

EDMUND SHARP.
Solicitor to the said Trustee.
Bank Buildings,
Hongkong, May 28, 1869.

NOTICE.

THE Undersigned returns thanks for
past favors, and would remind the
Gentlemen of Hongkong, that the Most
Agréable Health-inspiring treats obtain-
able, can be had at the HONGKONG
HOTEL HAIR-DRESSING SALOON.
Constant-moving FOUNTAIN and Shower of
ESSENCE OROUX, which render the Body
Cool and Comfortable.

W. P. MOORE.
Tonsorial Artist.
Hongkong, May 15, 1869.

NOTICE.

THE Undersigned, in the name of the
proprietor, begs leave to inform for-
eign communities in China, that, having as-
sumed the business and acquired the "good
will" of the late "GENERAL HOTEL," he is
now prepared to offer to Ladies, Gentlemen
and families, visiting this port, on his newly-
opened premises, entitled "CANTON HO-
TEL AND BAKERY" first-rate accommoda-
tion, a superior table, as well as excel-
lent Wines and Spirits. Due regard having
also been paid to selection of intelligent and at-
tentive domestics, the proprietor is assured,
that visitors will be wanting in no comfort
they can possibly desire.

A Billiard Saloon, with a magnificent
table, by Messrs. Shearwood & Co., Cal-
cutta, will be also opened on the premises.
Ice creams of all descriptions can be had
on application, during the evenings of the
ensuing summer.

F. XAVIER,
Manager.
Canton, May 11, 1869.

FESEFELD & Co.

AUCTIONEERS,
COMMISSION MERCHANTS,
AND
GENERAL AGENTS,
QUEEN'S ROAD.

Next Door to "HONGKONG DISPENSARY."
Hongkong, May 1, 1869.

SAIL MAKING!!

WILLIAM DOLAN having returned to
Hongkong, has resumed his business
of SAIL MAKING in all its branches, at his
old place in Duddell Street, and solicits the
patronage of the Public.
He has on hand a fine assortment of 8
and 10 ounce RAVEN'S DUCK suitable for
Boat Sails or Awings.
Hongkong, April 29, 1869.

OCCIDENTAL HOTEL,

SAN FRANCISCO,
CALIFORNIA.

THE Occidental Hotel having been re-
cently improved and refurbished, is
now in complete order in all its appoint-
ments.
Travellers will find the Accommodations
of this well known Hotel equal to those of
the best Hotels of the Eastern States and
Europe.
Hongkong, April 13, 1869.

MESSERS. KOSS & Co.

BEG to inform the public of Hongkong
that they had established themselves as
TAILORS & GENERAL OUTFITTERS,
on the premises hitherto occupied by Messrs
LADAR, ORLES & Co.

Having secured the services of an ex-
perienced European Cutter, and also having
received per late arrivals a very superior
stock of NEW GOODS, of the latest pat-
terns, they are prepared to meet all the
requirements of the present season.
A large stock of Ready-made CLOTH-
ING, of the latest Fashions, always on
hand.

KOSS & Co.,
Queen's Road Central.
Hongkong, February 5, 1869.

F. A. WHEELER,

HAIR CUTTER & HAIR DRESSER,
26, Queen's Road,
(Opposite LANE & CRAWFORD'S.)
Hongkong, March 19, 1869.

New Advertisements.

WANTED TO BUY, 4 SHARES in the
HONGKONG FIRE INSURANCE Com-
pany. "State price and all particulars."
Address "A," care of China Mail Office,
Hongkong, April 26, 1869.

MILK! MILK! MILK!!
UM TOONG begs respectfully to thank
the public for the liberal patronage
they have extended to him for the last 15
years, and to inform them that he has re-
turned in all 24 and made additions to
his premises, so that he is enabled to sup-
ply genuine milk in larger quantities than
heretofore at moderate prices.
36, SHIP STREET,
Queen's Road East.
Hongkong, May 21, 1869.

E. R. HANDLEY,
(CARE PATTERSON & HANDLEY.)
House and Ship Plumber,
Copper Smith, Zinc Worker, and
Gas Fitter,
16, Queen's Road West.
Hongkong, May 24, 1869.

Auctions.

PUBLIC AUCTION.
GENERAL WEEKLY SALE.
LANE, CRAWFORD & Co. will sell
by Public Auction in their Sales
Rooms, Queen's Road, on

FRIDAY,

the 4th inst., at Noon,—
100 cases Breakfast Claret, ex Albert
Victor.
50 cases good Dinner Claret.
7 cases Constantia.
25 cases each Booth's and Swaine and
Boord's Old Tom.
A few cases each Sherry, Port and
Moselle.
20 pairs Carriage Lamps.
Electro Plated Table and Bedroom
Candlesticks.
Reading and Kerosine Lamps.
Eight-day Clocks.
Pickles, Jam, Cod Fish, Fresh Had-
ocks, Eau de Cologne, Cotton Socks,
Etc. Etc.
700 each long and short English Gov-
ernment Muskets.
10,000 Brown Bess Cartridges.
1,000 lbs. Good Musket Powder.
5 Green's Patent Breech loading
Carbines, each with 100 Cartridges.
10 Silicated Carbon Filters.
50 mil. Percussion Caps.
Also,
1 case Fronting Linen.
And the usual Miscellaneous Assort-
ment.
Terms of Sale.—Cash before delivery
in Mexican Dollars, weighed at 7.1.7.
All lots with all errors of description
whatever at purchaser's risk on the fall
of the hammer.
Hongkong, June 1, 1869.

PUBLIC AUCTION.

THE Undersigned has received in-
structions to sell by Public Auction,
on

FRIDAY,

the 11th day of June, at 12 o'clock, at
the Godowns of Messrs SMITH ARCHER &
Co., Wanchi,—
20 barrels Butter.
33 barrels Pork.
100 hales American Oakum.
100 barrels Tar.
1527 pieces Tongued and Grooved
Pine Lumber.
37 Oak Planks.
15 cases Bay Rum.
And,
2 House Boats.

Terms of Sale.—Cash before delivery
in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, June 2, 1869.

PUBLIC AUCTION.

THE Undersigned has received in-
structions to sell by Public Auction,
(unless previously disposed of by
private contract), on

TUESDAY,

the 8th June, 1869, at Noon, on Board
—The Portuguese Barque
"CENTRA,"
352 Tons Register, as she now lies in
this harbour with all her appurtenances.
This vessel was Yellow Metalled in No-
vember 1867, and may be sent to sea
within a short notice.

For further particulars and Inventory,
apply at the office of the Undersigned.
Terms of Sale.—One-half of the Pur-
chase money to be paid on the fall of the
hammer, and the balance on the transfer
of the vessel, in Mexican dollars weighed
at 7.1.7.
The Vessel to be at Purchaser's risk
from the fall of the hammer.
Expenses of transfer to be paid by the
Purchaser.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, June 2, 1869.

Auctions.

PUBLIC AUCTION.
THE Undersigned will sell by Public
Auction, at their Godowns in
Queen's Road Central, on

SAURDAY.

5th June 1869, at 12 o'clock Noon,—
3 rolls 34 lbs. Sheet LEAD.
3 " 4 " " "
3 " 5 " " "
3 " 6 " " "

6 casks No. 2 Sheet ZINC.
Terms of Sale.—Cash before delivery
in Mexican Dollars weighed at 7.1.7.
MORRIS & Co.,
Auctioneers.
Hongkong, June 2, 1869.

PUBLIC AUCTION.

DENT & CO'S ESTATE

THE Undersigned has received in-
structions from the Trustees of DENT &
Co's Estate, to sell by Public Auction,
(if not previously disposed of by private
contract), on

THURSDAY,

18th July, 1869, at 3 p.m.,
At the Office of the Trustees, 7, Pedder's
Hill, Hongkong.

The Property at FOOCHEW, known
as DENT & Co's, consisting of:
DWELLING HOUSE,
containing 8 Rooms and Bath Rooms,
with Servants' Offices and Stables detach-
ed; the whole surrounded by a Garden.
This House is at present let on a short
Lease.

OFFICES AND GODOWNS.

A House containing 4 Offices and
Spacious Tea Room, with fire-proof Go-
dows, large Treasury, and Commodore's
Rooms below, Servants' Offices, &c., at-
tached.
Three large Godowns, A, B, and C,
as per plan, adjoining the above.
This property has water frontage, is
situated in the most eligible portion of
the business quarter of Foochow, and is
let on a long Lease for 5 years,
commencing from the 1st May, 1869.

For further particulars, apply to
FRANK PEREIRA,
Auctioneer.
Hongkong, May 20, 1869.

Banks.

**HONGKONG & SHANGHAI BANK-
ING CORPORATION.**

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Unpaid
Capital of One Hundred Dollars per
Share on the 20,000 New Shares of the
Corporation's Stock will fall due on the
dates following, viz.:—
On 1st July, 1869, \$25
1st July, 1870, 25
1st Jan., 1872, 25
1st Jan., 1873, 25

Shareholders electing to pay the whole
or any portion of the above Calls by antici-
pation will receive interest at the rate of
5 per cent. per annum, payable half-yearly,
until the respective dates at which the
Calls shall fall due, and receipts for such
payments will be issued at the Head Office
and Branches.

By Order of the Court of Directors,
VICTOR KRESSER,
Chief Manager.

Hongkong, March 2, 1869.

HONGKONG & SHANGHAI BANK- ING CORPORATION.

**SUBSCRIBED CAPITAL, FIVE MILLIONS OF
DOLLARS.**

COURT OF DIRECTORS.

Chairman.—GEO. F. HEARD, Esq.
Deputy Chairman.—JULIUS MENNER, Esq.
GEORGE J. HILLMAN, Esq.
WILLIAM LEHMAN, Esq.
W. H. FORBES, Esq.
S. D. SASSOON, Esq.
And,
E. R. BELLIOS, Esq.

Managers.
Hongkong, . . . VICTOR KRESSER, Esq.
Shanghai, . . . DAVID MACRAE, Esq.
LONDON BANKERS.—London and Count,
Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate
of 1 per cent. per annum on the daily
balance.
On Fixed Deposits.—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL Bills Discounted.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

VICTOR KRESSER,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, January 1, 1869.

Shipping.

STEAM TO
SWATOW, AMOY & FOOCHEW.
BE P. & O. Co's S.S.
"AZOF,"
will leave for the above places, on SATUR-
DAY, the 5th inst., at Noon.
W. MACAULAY,
Superintendent.
Hongkong, June 2, 1869.

FOR SHANGHAI.

"CHINA,"
Winters, Master, will be de-
parted for the above port, on
FRIDAY NEXT, the 4th inst., at 5 p.m.
For Freight or Passage, apply to
SILVERMAN & Co.
Hongkong, June 2, 1869.

FOR FREIGHT OR CHARTER.

The A 1 French Barque
"ANGLO,"
FERRARD, Master, of 522 Tons
Register.
For particulars, apply to
P. & P. DERODE FRERES.
Hongkong, May 31, 1869.

FOR SINGAPORE.

The steamer
"SIE BARTLE FRERE,"
Capt. THOMPSON, will have quick
despatch for the above port.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, May 28, 1869.

FOR LONDON.

The O. S. S. Coy's Str.
"ACHILLES,"
RUSSELL, Master, will be
despatched from Foochow
for the above port soon
after the opening of the Tea Market, call-
ing at Hongkong, if sufficient inducement
offers.
Rate of Freight as follows:
If the passage is made to Gravesend in
70 days or under, 18/6 per ton 40 ft.
75 " " 20 " "
80 " " 15/10 " "
over 80 " " 15/0 " "

BIRLEY & Co.,
Hongkong, May 3, 1869.

O. S. S. Coy's Steamer.

If required by shippers, at the time of
making freight engagements, certificate
of Insurance, against Tea or Silk, on first
class English Companies, may be obtained
from the undersigned, at the following rates:
47s. 6d. per cent. Shanghai and Foochow
to London.
55s. 6d. per cent. Hankow to London.
Net cash, including average and cost of
stamp.

BUTTERFIELD & SWIRE.

Shanghai, 27th April, 1869.

FOR FREIGHT OR CHARTER.

The North German barque
"MATADOR,"
7500 piculs capacity.
Apply to
MORGAN LAMBERT & Co.
Hongkong, June 2, 1869.

QUOTATIONS.

Nabob, barque, 401, Roux. For Shanghai.
 — J. R. Worcester, ship, 844, Cawse. For
 King Spur, ship, 735, Beckett.
 LOADING AT NEWCASTLE.—For Hong-
 kong.—Marquis of Argyll, Chiefstain. For
 Shanghai.—Corona.
 PASSENGERS.—At Sydney.—Foochow, 10.
 Hongkong, 15; Singapore, 15. At New-
 castle.—Foochow, 15; Hongkong, 18.
 Singapore, 25.

from Sydney on the 10th March, with cargo of coal and 20 Chinese passengers bound for Hongkong. Strong breezes prevailed, and on the 19th the vessel was found drifting, but Captain Boscawen thinking it might be only temporary, kept his course. The water, however, increased, compelling all hands to be kept at the pumps; on the 21st, therefore, the vessel was forced to return to Sydney.

CARGOES.
Mains of Cargo per British ship John Dimmock to San Francisco.
24,503 mats Rice, each 50 lbs.
100 mats Beans, do. do.
850 mats Sugar, do. do.

(From the Clinton Customs Daily Return)

New York 3-
14 cases China Ware.
175 packages Kite Crankers.
50 cases Hubbard.
40 cases China Buds.
11 cases Cassia Oil.
500 rolls Matting.
50 cases Straw Hats.
25 cases Straw Braid.

Summary of Imports and Exports passed at the Canton River Steamer Office during the week ended 29th May.

Imported per *Kienan* and *Poyang* from Hongkong:—

400 piculs Opium.
150 cases Fans.
53 packages Sundries.
441 bales Bombay Cotton.

176 bales Cotton Yarn.
004 picols Iron Rods, Bars and Hoo
002 picols Steel
30 Cane Tin Plates
64 picols Iron Wire.
176 picols
3 bales Quicksilver,
29 cheets Patos Opium.
102 packages Wax
42 packages Elephants Teeth.

83 cases Rhubarb.
11 baskets Prawns.
3 packages Jade Stone.
20 cases Tobacco.
21 cases and bales Cotton Goods.
28 cases and bales Woolen Goods.
75 packages Sundries.
Exported per *Kinlan* and *Poyang*
Hongkong —

61 cases Funjums.
 62 cases Coconuts.
 64 cases Silk Piece Goods.
 68 boxes Glass Beads.
 108 boxes (385 piculs) Cassia.
 11 cases Paper.
 23 cases Glass Bangles.
 56 rolls Matting.
 79 boxes Preserves.
 7 bundles Marble Slabs.

Summary of Imports and Exports passed at the Canton Customs House, by the Native Craft, during the week ended 9 May.

Imported from Hongkong:—
220 bales Betel Nuts.
500 Coconuts.
82½ bags and 24 piculs Coko.

101 bales Dates.
45 bales Fish Maws.
240 bags Flour.
1190 piculs Hardwood.
130 piculs Mangrove Bark.
189 packages Medicine.
551 bundles and 629 pieces Iron Rods,
Bars, and Hoops.
472 bundles and 7 tubs Iron Wire.
412 piculs Iron Bones.

75 packages Steel.
200 cases and 5 packages Tin Plates.
84 packages Naifren.
612 piculs and 140 bags Pass.
322 packages dried Perimmons.
149 piculs Retains.
10766 bags and 800 piculs Rice.
04 bales Shark's Fin.
53 bales Tobacco Leaf.
93 bales and 100 piculs

14 bales Prawns.
835 packages Sundries.
Exported to Hongkong —
120 cases and 12 bales Cassia.
12 bales Cassia Twigs.
40 baskets Charcoal.
82 bales China Root.
400 pieces and 18 packages Chinaware.
126 cases Flour Yams.

588 cases and 4 packages Jona Sticks
5380 bundles Mats.
108 packages Medicine.
89 packages Paper.
46 packages Pickles.
240 pieces and 85 packages Planks.
18 cases Preserves.
841 cases and 128 jars Samshoo.
141 bales Sassaumum Seeds.
40 cases Starch.

84 cases Tobacco.
27 bales Tooth Powder.
104 Empty Tubs.
40 baskets and 60 jars Vegetables.
101 pieces and 11 packages Woodware.
388 pieces Woodware.
26 dressing cases.
17 packages Red Lead.
15 cases dried Indigo.

Per Garry, cleared for Tientsin: —
460 lbs Sugar Candy.
43 Packages Sundries.
Imported per the same from Tientsin.
77 packages Medicine.

before yesterday,
has been erected
found themselves
And we are ask-
"standpoint."
when no longer
support of public
strongly stated in
was on the 20th
by the crowd

In the despatch of the day before referring to the case to the Governor, the suspension of Mr. [redacted] must state the reasons for the same in favor of the [redacted] said to have been [redacted]

journal stating the
the result of the
has been to assure
had ever occurred
newspaper to which
looked on in no ot
columnny invented
will towards the pl
barous not had bee

of the newspaper,
so strong as those
sul's first despatch
the "disagreeable
the streets of Li
number of Chinese
gave of their mass
compliance stated
which came with

not weakened by
second despatch
to H. E.'s attention
We say nothing
alleged for San
But we are
is personally large
coolie trade; if so

own a man with la-
at stake he expects
trade from an
view! If he blue
first report, how
second is reliable
explanation should
honestly desirous.

In the second proposed scheme, an evil inherent in not from first to purely official basis Chinese crimps or an evil even wh

recognized European
(Dutch system) is a
Chinese agents also
evil is increased
imagine our Govern-
merchants, or the
our ports, to be in-
singly be guilty of
But how can they

under the temptat
every penny out of
the cooie is so me
himself, is the on
dealing! We do
the argument. It
to draw attention
plain of. But we
shment how it is

vernment which has
the former Macao
inaugurate a local
exactly the same
and superior only
of the officials, dep
We adopt no
tion, but plainly
guarantee have we

will not be present taking? It is said that the Government security. One about the coolies reach other, long after the explanation on the public. If, as alleged

coolie trade," those
not escape the brunt
of criticism and condemn-
ation, however that British
the matter being d
the permission al
scarcely increase the
government which
one from families

INFORMATION received from the steamer West Indian, broke out on board today on the 17th inst., in Dharwar had about 150 in her main hold and 150 more in her hold.

rescued by the men
vessels in the harbor
burning the fire prove
and smoke rushing up
A volume that it was
as it was determined
was effected through
engineers of the H. S.
hole in her side. The
was not known up

Not all the cargo,
the hull, woodwork,
but little damaged.

TO RAY
Mr Russell on the
Five Chinese (awa
oolia, cook and cook
of a female named N
33 Weather Street.

of property, in money
property, it appears
yesterday looked up in
the complainant's test
imony, she found that

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

wrong has since been shown abundantly. And not one of her Majesty's Ministers has justified the anticipation so completely, the object to whom the safety of the country is confided. If it was ever true that the security does depend upon fleets, great and preponderating power, it is, at least as true now; indeed, more than ever, as the enormous magnitude of military armaments everywhere in Europe declares, to say nothing of the vastly increased

clear, to say nothing of the vastity increased and increasing power of America—on the one hand, and the increasing weakness and poverty of the British Empire—on the other. In Mr. Child's speech, the importance of the position of the British Empire in the world was shown, how he appreciated the importance of that responsibility by performing his duties in the spirit of careful book-keeper—of a person called in at a pinch to calculate expenses and to compound the beauty of small savings. His speech, from the occasion of presenting the Naval Reserve Bill, was a masterpiece of accountancy, and not of a Minister. State facilities he displayed, to most advantage were such as would be invaluable if his business were to wind up the British navy and not to maintain it in such force, and such trim as to keep the country and its commerce secure. The most natural conclusion was that the shipyard, with all his sails and rigging, was to be sold for scrap.

as a sort of naval yard, a kind of national equipment after the nature of the houses and carriages of private life; an equipment proper to be maintained in a style befitting the dignity and income of the country, but not to be carried into competitive extravagance by the almost expenditure of royal households. The French navy, I think, is not our own navy with that of France, when he did touch the real business of the Admiralty testified to this feeling in an almost ludicrous way. And not only so, but at the same time he proved that "new blood" is it is of the wrong sort, may be, thicker than that with old traditional notions. My children, I think, will be the first of Mr Childers' generation to be in the navy; in fixing the strength of the British navy, have generally been guided by the known strength of the French fleet. None of them that we know of, or none till very

lately, have been content to leave them equal—knowing that for one, there is five times as much work as the other, and that whereas France is contained pretty much within its borders, England lies out for attack and for possible destruction upon every sea. But Mr. Childers is perfectly contented with the equality which he knows to be pretty nearly attained. He also makes a comparison of the ships of the two countries, and, having by an adroit misstatement of the character of their navies disguised the fact that there are in

number and in fighting capabilities nearly equal, sits down to his book-keeping and is satisfied with a small marginal superiority over the French. From "new blood" from the penetrating intellect of a thorough mathematician, Mr. Chibrikov might have expected a different outlook. Mr. Chibrikov might have expected that whereas comparison with the navy of France sufficed well enough thirty years ago, it does not suffice now. Then France was in effect our only antagonist on the sea, and we took care to be always superior to her in ships and guns; we always were in seamanship. But now there are half a dozen little navies in Europe—some, as the United States, not likely to decline but the contrary; some, as Germany, and combinations are as probable, perhaps, as never they were; and what advantage does better seamanship once gave us is infinitely diminished by the altered character of ships of war, and the different conditions

of success in naval combat. Nevertheless, Mr Childers addresses himself exclusively to the old comparison of our navy with that of the French; and, having made out that

that particular Power will still be met at advantage on the sea; supposing it be unaided, and supposing we keep all our ships at hand to do the business, in happy. The probabilities of a rupture with another Power, however, are not so small as to be altogether to be overlooked, and we must be all-wise. We have not been accustomed to provide for the contingencies of a naval war with America, and therefore our new blood takes no account of it how, even though it seems to be aware that the United States are bent upon a fighting policy on the sea. Hence, should present occasion arise, we have no fleet to meet them, and they are probably best France single handed. We can defend our shores, and keep our coasts and colliery trade tolerably safe. Providence has always been so good to Great Britain that it is not likely to allow any European combination against that great

country, because when we should have a stronger navy, we are wasting our money in our army, and a combination will less likely as we keep up such a system of neutrality as to be friends with nobody, and if it becomes more seen to be cruelly probable. Americans are our cousins; their no circumstances are they likely, with or without the help of our natural enemies in Europe, to hasten the achievement of their supremacy in the world and the monopoly of its commerce by varring upon England. These seem to be the happy beliefs of our governing minds; but the strangest thing about them is that; commercially disposed as they are, the fact does not seem to weigh with them that the commerce of the country is its supremacy, its existence now, and that the commerce of the country is exposed

Intelligences has reached us details of what will be given in an early issue, to the effect that the Government system of culture has failed miserably. It is stated that a free policy is being contemplated, which it is believed will throw 3 millions of acres of land, suited for the culture of coffee and sugar, open to private enterprise. It was the forced system now exploded as ruinous, which Mr. Mowbray

The Bengal Civil Service recommended Britain to adopt in India: "A more wonderful piece of news reaches us which is an 'officially reported fact which our readers will possess with due reserve to the effect that the soil alkali of exhausted coffee lands can be restored by the mere burning of the land and bushes." The land is then left for replanting, will bear well again (better than before, it is asserted), and so on, we suppose, at *indefinite*. We hope it may be true at *Ceylon* Oorah; but I regret

to mention that a friend of mine writes that it is a baby like a child of whom I became it is first cradled; then thrashed; and finally becomes the flower of the family (of the parent) the growth of the

This image is a high-contrast, black and white scan of a textured surface. The upper portion is filled with a dense, granular pattern of light and dark specks, resembling a wall of small stones or a heavily textured material. A prominent, dark, solid horizontal band runs across the bottom third of the image, creating a sharp contrast with the textured area above.

Insurance.

AMICABLE INSURANCE OFFICE
THE Undersigned having been appointed Agents for the above **INSURANCE OFFICE**, are prepared to accept **Marine** and **Land Policies** on any first class **Sailing Vessels or Steamers**, on the **terms** payable in case of loss, in **Canton, Singapore, Calcutta, Bombay or London**.
ROB. & WALKER & Co.
 Agents.
 June 31, 1862.

NOTICE
ROYAL INSURANCE COMPANY.
The following Rates will be charged for future for short period Insurance
Not exceeding One

Below One Month	1 per cent
Above One Month and not exceeding Three Months	1 per cent
Above Three Months and not exceeding Six Months	1 per cent
Above Six Months	The full Annual Rate of 1 per cent

ROB. S. WALKER & Co.
Agents Royal Insurance Company
Hongkong, April 7, 1868

NOTICE

BE Underwriting and having received a certificate of license from THE ROYAL INSURANCE COMPANY, are now authorized

On any one first-class Building, or Goods stored therein, in Hongkong \$80,000; in Macao \$25,000.

ROB. S. WALKER & Co.
 Agents Royal Navy Company of Liverpool
 Hongkong, June 17, 1864.

REDUCTION
 IN THE RATES OF FREIGHT FOR

FIRE INSURANCE

THE Undersigned have (as already intimated in their Circular dated 1st October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to Reduce the rate of Premiums under certain circumstances, on PRIVATE RESIDENCES and on FURNITURE and

In cases of Dwelling Houses removed from the Town; the rate of Poundage shall be *Three-quarters per Cent.* in place of *One per Cent.* per annum as hitherto charged; and in cases of Residences, so situated, being detached or semi-detached; the rate shall be further reduced to *One-half per Cent.*

The Royal's Annual Rates for Tax in Suckanah on the various classes of Buildings

and their contents will therefore remain as follows, until further notice, viz.

Detached and semi-detached.	10 per cent
Dwelling-Houses (removed from the Town) and their Contents	10 per cent
Other Dwelling-Houses (similarly situated) and their Contents	10 per cent
First-Class China House and	10 per cent

Other Risks as per special arrangement
ROB. S. WALKER & Co.
 Agents Royal Insurance Company
 Hongkong, November 9, 1888.

PACIFIC INSURANCE COMPANY OF
SAN FRANCISCO.

Respectfully
 (THE Undersigned Agent for all-

Company are prepared to grant Policies against FIRE on BUILDINGS and GOODS, at current rates.

RUSSELL & Co.
Hongkong, February 6, 1867.

BATAVIA SEA & FIRE INSURANCE COMPANY.

Agents in Hongkong for the above
named COMPANY are prepared to grant
Hotels against SRA RISKS, at current rates.
RUSSELL & Co.,
Hongkong, April 1, 1865.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI

HE Underrigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foochow and Shanghai.

In addition to the usual brokerage the Association returns to the assured, of each year, the sum of one percent on the sum of the gross amount of business done.

fifteen (15) per cent. of the profits of the
Company for that year divided pro rata
the amount of premium paid by each p
licy-holder.

RUSSELL & Co.
Hongkong, March 2, 1867.

PACIFIC INSURANCE COMPANY
OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above Insurance COMPANY are prepared to grant Policies covering Marine Risks, at the current rates.

RUSSELL & Co.
Hongkong, July 6, 1866.

SAMARAN JEE & CO.

FIRE INSURANCE COMPANY OF SAMARANG.
 The undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering Marine Risks at the current Rates and in accordance with the usual practice.
RAYNAL & Co.
 Macao, August 4, 1866.

DE OOSTERLING
SEA AND FIRE INSURANCE COM-
PANY OF BATAVIA.
SAMARANG SEA AND FIRE INSUR-
ANCE COMPANY OF SAMARANG.

Agents in Hongkong for the above named Companies are prepared to quote Policies against Sea Risks on the usual terms.

SIEMSEN & Co.
Hongkong, August 1, 1886

General Po
Hongkong, Ju



intimations

Master or his deputies, it will be obligatory on registered Pilot Boats to convey from place to place within the limits, employes belonging to either Customs or Harbour Master's Departments, with such stores as may be wanted for either Light-houses or Light-ships.

2.—Every Licensed Pilot Boat shall pay a fee of Twenty-Ducats for renewal of Licence on the first of July each year.

3.—The Pilot of a Pilot going off in an unregistered Boat, he will be authorized to carry the Pilot Boat Flag during the time he is on board; but no Pilot is authorized to cruise in an unregistered Boat, without special permission from the Harbour Master.

4.—The owner or hirer of any unregistered Boat making use of a Pilot Flag, and not having a Licensed Pilot on board, shall be prosecuted before the authorities to whom the Pilot Boat Flag, or whose Flag or national Ensign he has the right to use.

5.—A registered Pilot Boat is not permitted to fly the Pilot Flag, save when there is either a Licensed Pilot or certificated Apprentice on board.

GENERAL REGULATION IX.
Flags to be exhibited on arrival.

When nearing the anchorage the Pilot shall cause to be exhibited—

A Red and White Flag (No. 3), if the vessel is from Hongkong, Japan, or any Chinese Port.

A Red and White Flag (No. 2), if from any Foreign Port.

A Yellow and Blue (No. 10), if the vessel is in Ballast.

A Red Swallow-Tail (No. 8), if the vessel has gunpowder or other combustibles on board.

GENERAL REGULATION X.
Harbour Pilots' Vessels in Harbour, and Berthing, &c.

1.—The notice of the Harbour Pilot, where such notice shall be the charge of vessels at the outer limit of the anchor age, berth them in accordance with the orders received from the Harbour Master's Department, take charge of vessels shifting berth, going in and out of dock; or to and from a wharf or out of the anchorage, and to assist and report to the Harbour Master's Office all matters concerning the shipping in Port, and the conservancy of the river or harbour.

2.—When bringing vessels the Harbour Master will, as far as possible, meet the wishes of Commanding Officers and Consulates; and the entrance, working or clearance of vessels taking berths not assigned to them, shall be stopped by the Customs until the Harbour Master's orders are complied with.

3.—Vessels are to moor in accordance with orders received from the Harbour Master, and they are not to remove from the anchorage without his permission.

4.—The Harbour Pilotage Fees payable to the Harbour Master are as follow—

Shifting a vessel's berth; taking a vessel to or from a heavy down Hulk; \$10, in full.

THE "TREATY PORTS OF CHINA & JAPAN," AND "NOTES AND QUERIES ON CHINA AND JAPAN."
(By Mr. S. A. DENNYS.)
RATINGS FROM REVIEWS.

(From the "Straits Times," July 27, 1868.)

Some time ago we had occasion to remark upon the progress that Literature is represented by the Press had made and was making in the East, and our attention has again been called to the subject by the receipt of a Hongkong publication which deserves some notice and which we have great pleasure in introducing to the knowledge of our readers. We allude to *Notes and Queries on China and Japan*, published monthly by Mr. Sains, the proprietor of the *China Mail* newspaper. This publication is well printed on good paper, and in size and shape is very like its well-known namesake or prototype at home, and is equally a mine containing very curious and useful information regarding the language, literature, history, manners and customs of the Chinese and in a less degree of the Japanese. It says a good deal for the extent and stability of the footing of Europeans in China, that such a publication as this should be established and conducted with apparently successful vigour.

The publication is altogether a very interesting one, and wishing it every success, we commend it to the attention and support of our readers.

(From the "Friend of India," June 4, 1868.)

We acknowledge with thanks the receipt of the numbers for the current year of "Notes and Queries," a most deserving Anglo-Chinese monthly, edited by Mr. N. B. Denney, whose "Treaty Ports of China and Japan" are so well known. From the names attached to the "Notes" we can see that the contributors include some of the best and highest writers and scholars of interest is not confined to China, and it is of valuable assistance to all scholars, who have directed their attention towards the subject of Buddhism and its literature, and generally to all who are interested in oriental antiquities. It deserves to be better known in India.

(From the "London Examiner," May 15, 1868.)

This really useful volume ("Treaty Ports of China and Japan") is intended as a guide for travellers and residents in China and Japan, and as a book of reference for mercantile men generally. It contains accurate, historical and political, of all the open ports of these countries, together with Peking, Yedo, Hongkong, and Macao. It has been carefully compiled and edited by Mr. N. B. Denney; and the elaborate maps and illustrations of its cover abounds considerably enhance its value.

We have thus given in outline some of the more prominent portions of the chapters devoted to Canton, as a specimen of the whole volume. Other chapters treating of Macao, Formosa, Ningpo, Shanghai, and the remainder of the treaty ports, we can only enumerate. The pages describing, and the capitals, are so interesting, and contain so much that is new to European readers, that it is hardly possible to give a complete and intelligible plan of the Imperial City and neighbourhood, gives us a accurate notion of the relative position of its divisions, streets, and places.

In the introductory chapter to the notice of the Treaty Ports of Japan will be found a succinct history of that Empire, together with a summary of its government, public buildings, and general characteristics, that would find transfer them to our columns. A complete and intelligible plan of the Imperial City and neighbourhood, gives us a accurate notion of the relative position of its divisions, streets, and places.

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MAIL 8

Notice Notifications.
 notified for general Informa-
 tion, that the **United States**
 and **Republics of Eastern**
 and **United States of America**
 is the **United Kingdom** will
 visit: **London**
 in **Southampton**
 12 pence
 and not ex-
 24 " 38
 12 ounces
 50 " 50
 16 ounces
 48 " 48
 10 ounces
 12 " 12
 additional 4 oz.
 1/4 MARCH 1894
 10 pence
 and not ex-
 84 " 84
 16 ounces
 48 " 48
 12 ounces
 48 " 48
 16 ounces
 48 " 48
 additional 4 oz. 16 " 16
 at of the Postage in compliance
 of the Post Office
 F. W. MITCHELL
 Receiver General
 Post Office

10.—Should the Payee of a Money Order desire to require payment in the Country in which the Order was issued, as some other Office than that in which the Order was originally drawn, the transfer will be granted, provided the Order be inclosed to the Postmaster of the Office in which it was drawn. In such case a new Order will be issued, the Commission chargeable upon which will be deducted from the amount of the new Order.

11.—In the event of a Money Order being lost, a duplicate will be granted on a written application from the Payee, (containing the necessary particulars, and accompanied by an additional Commission) to the Office where the Original Order was payable.

12.—On the receipt of a similar application, orders will be given to stop payment of a Money Order, or to renew a lapsed Order. The additional Commission in the last case will be deducted from the amount of the new Order. Lapsed Orders must be presented within the specified time of the original Order.

13.—But when it is desired, that an error in the name of the Remitter or Payee should be corrected, so that the amount of a Money Order should be repaid to the Remitter, or that a Lapsed Order should be renewed for payment in the Country in which the Order was originally drawn, application must be made to the Chief Money Order Office of such Country. This application must be accompanied by an additional Commission, unless it have reference to a Lapsed Order, in which case the Commission will be deducted from the amount of the new Order.

14.—Repayment whether of an original, or renewed or duplicate Order, will not be made to the remitter until it has been ascertained that the advice has been cancelled at the Office on which the Order was originally drawn.

15.—Payment of an Order must be obtained before the end of the Sixth Calendar Month after that in which it was drawn; for instance, if drawn in January, payment must be obtained before the end of July, otherwise the Order will become lapsed, and a new Order (for which a second Commission to be deducted from the amount of the Order, will be charged) will become necessary.

16.—If an Order be not paid before the end of the Twelfth Calendar Month after that in which it was drawn, for instance, if drawn in January and not paid before the end of the following January—all claim to the Money will be forfeited, unless, under peculiar circumstances, the Post Office of the Country in which the Order was drawn think proper to allow it.

17.—After one paying a Money Order by whomsoever presented, the paying Office will not be liable for any further claim. If a wrong payment; however, be made owing to negligence on the part of any Officer of the Office, the Officer in Charge of the Country Office addressed to General of the Country Office in which the negligence occurred will, if he say so, render the Officer in fault to make good the loss.

18.—No Money Order will be paid unless the advice has been previously received.

19.—Additional Rules for greater security against fraud, and for the better working of the system generally will be made as occasion may require.

20.—Should it appear that Money Orders are used by mercantile men, or others, either in the United Kingdom or at Hongkong, Shanghai or Yokohama, for the transmission of large sums of money, the British or Colonial Post Office, as the case may be, will consider the propriety of increasing the Commission, and will exercise the power of wholly suspending for a time the issue of Money Orders.

By Command,
F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 22nd August, 1868.

It is hereby notified that under the provisions of a Treasury Warrant dated the 7th May, the Postage on a Letter not exceeding half-an-ounce in weight posted in Hongkong or at any of the Ports in China and any of the Ports in Egypt, or sent in Egypt addressed to Hongkong or any of the Ports in China and Japan, and conveyed in the Mails by British Packet, is reduced from Twenty-four Cents to Twelve Cents.

For Letters exceeding half-an-ounce in weight the further rate of Twelve Cents for each half-ounce is chargeable.

Prepayment of the 1 postage is compulsory.
F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, July 15, 1868.

It is hereby notified that under arrangements made by the Director General of the Post Office of India which have been confirmed by His Excellency Sir Richard Graves Macdonnell, the Hong Kong and Shanghai Steamers plying between the Fast Mail Straits and India will henceforward be classed as "Indian Mail Packets," and the prepayment of the Postage on ordinary Letters forwarded by them will be optional. Letters however, which may be posted insufficiently paid will be charged as wholly unpaid.

The rate of the Postage on Letters is 1 cent for each half-ounce, or fraction of half an ounce.

Letters for registration must be prepaid with the full amount of Postage at the rate of 2 cents, and 12 cents in addition for the registration fee on each Letter, irrespective of its weight.

Newspapers and Printed Currents may be prepaid at the rate of 2 cents each.

Book Packets and Packets of Patents must be prepaid, at the rate of 9 cents for each four ounces.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 11th May, 1869.

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CHINESE PILOTAGE SERVICE.

GENERAL REGULATIONS WITH LOCAL RULES.

FOR THE

PORT OF SWATOW.

GENERAL REGULATION I.

Bye-Laws and Local Rules.

1.—The Laws and Rules necessary for the better ordering of pilots' matters at the Port shall be to be drawn up by the Harbour Master in consultation with the Consuls and Officers of Commerce, with whom also it shall be the same way to fix the number of Pilots, their qualifications, and define the limits of the Pilots' ground.

2.—The number of Pilots for the Port of Swatow shall be four.

3.—The Pilots ground for the Port of Swatow shall be off Bill Island to the low limit of the anchorage anchorage point.

4.—The rates of pilotage shall be as follows for all sized vessels, between the limits of the Pilots' ground by measurement, 20 cents per foot English measurement. To Harbour Pilot for Berthing or Unberthing, 50 cents per foot English measurement.

GENERAL REGULATION II.

Pilots—Individuals Rights.

1.—These pilots, citizens or protégés of Treaty Powers shall, equally with natives of China, and without distinction of nationality, be eligible to the General Regulations, and to the appointment of the Board of Regulation now formed, and the Bye-Laws to be under them enforced at the several Ports respectively.

GENERAL REGULATION III.

Board of Appointment how to be constituted.

The Board of Appointment shall consist of the Harbour Master as President, the or a Senior Pilot, and two persons whose names shall be chosen by the Harbour Master, from a list prepared and published by the Harbour Master in consultation with the Consuls and Officers of Commerce.

GENERAL REGULATION IV.

Vacancies: how to be filled up.

1.—Whenever there shall be a vacancy among the Pilots, it shall be duly notified in the local prints; and eight days afterwards the Board of Appointment shall proceed to fill it up by competitive examination.

2.—The Board may refuse to admit to the examination any one who, having once been a Licensed Pilot, has had his License withdrawn, and also any candidate who is unable to procure Consular Certificates as to Character, &c.

3.—The examination shall be public and gratuitous, and the vacancies shall be given to the most competent among the candidates without distinction of nationality, provided always that such candidates shall be in the list, but not relative but absolute.

4.—The Consul concerned may, in person, or by deputy, be present and take part in the examination of candidates.

5.—The majority of the votes of the members of the Board shall decide the admission of candidates for Pilots Licenses; each member having one vote in the Ballot, but in the absence of the Consul concerned the Harbour Master shall have a casting vote.

GENERAL REGULATION V.

Pilots Licenses: by whom to be issued.

1.—Pilots Licenses shall be issued by the Commissioner of Customs in the name and on behalf of the Chinese Government. Licenses issued to Pilots not being natives of China shall subsequently be void and registered in the Consular Archives.

2.—Every Licensed Pilot shall be given a printed copy of the General Regulations and Local Rules and shall produce the same as well as his License when required.

3.—On the first of July each year every Pilot shall pay the sum of Ten Taikwan Taels for the renewal of his License.

GENERAL REGULATION VI.

Apprentices: how to be taken.

1.—It shall be allowable for each Licensed Pilot to take an apprentice, for whom he shall be responsible; on the application of Pilots, the Harbour Master will supply Apprentices with special certificates.

2.—When the circumstances of the Port may authorize apprentices to act temporarily and within certain limits, as Pilots provided they have received certificates of competency from the Board of Appointment.

GENERAL REGULATION VII.

Licensed Pilots: by whom subordinated.

Unlicensed Piloting, &c.

1.—Licensed Pilots may carry on their business either singly or in Companies. They must pay due respect to the wishes and instructions of the Harbour Master under whose order and control they are placed, and they shall be liable to be taken into custody and dismissed, subject to an appeal to the Consul concerned, when the Pilot is a foreigner, the appeal to be lodged within three days.

2.—If guilty of any misconduct for which Consular punishment has been inflicted, or if proved to have committed any offence against Revenue Laws, the individuals concerned may be suspended or dismissed by the Harbour Master, subject to an appeal to the Consul concerned; the appeal to be lodged within three days.

3.—Any one piloting without a License shall be subject to prosecution before his own authorities, who will deal with the offender in accordance with the Laws of his Country. Any Pilot lending his License to another will be proceeded against and dealt with in the same way, in addition to forfeiting his License.

4.—Any Commanding Officer employing an unlicensed person to pilot his vessel will be liable to be fined in the sum of One Hundred Taels by the authorities to whose jurisdiction he is amenable.

GENERAL REGULATION VIII.

Pilot Boats: Regulations to be observed.

1.—Pilot Boats shall be painted with their ground at the Harbour Master's Office, and each boat will be given a certificate and number. The words "Licensed Pilot Boat" shall, with the number, be legibly painted at the stern, and on the head of the Mainmast, and a flag, of which the upper horizontal half shall be yellow; and the lower green, shall be flown. Such registered Pilot Boats shall deposit their names and persons with the Consul, and the Customs, within the limits of the Port and Pilots' ground, and shall be exempt from Tonnage dues. On the requisition of the Harbour

Master or his deputies, it will be obligatory on registered Pilot Boats to convey from place to place within the limits, employes belonging to either Customs or Harbour Master's Departments, with such stores as may be wanted for either Light-houses or Light-ships.

2.—Every Licensed Pilot Boat shall pay a fee of Twenty-Ducats for renewal of Licence on the first of July each year.

3.—The Pilot of a Pilot going off in an unregistered Boat, he will be authorized to carry the Pilot Boat Flag during the time he is on board; but no Pilot is authorized to cruise in an unregistered Boat, without special permission from the Harbour Master.

4.—The owner or hirer of any unregistered Boat making use of a Pilot Flag, and not having a Licensed Pilot on board, shall be prosecuted before the authorities to whom the Pilot Boat Flag is issued, or whose Flag or national Ensign he has the right to use.

5.—A registered Pilot Boat is not permitted to fly the Pilot Flag, save when there is either a Licensed Pilot or certificated Apprentice on board.

GENERAL REGULATION IX.
Flags to be exhibited on arrival.

When nearing the anchorage the Pilot shall cause to be exhibited—

A Red and White Flag (No. 3), if the vessel is from Hongkong, Japan, or any Chinese Port.

A Red and White Flag (No. 2), if from any Foreign Port.

A Yellow and Blue (No. 10), if the vessel is in Ballast.

A Red Swallow-Tail (No. 8), if the vessel has gunpowder or other combustibles on board.

GENERAL REGULATION X.
Harbour Pilots' Vessels in Harbour, and Berthing, &c.

1.—The notice of the Harbour Pilot, where such notice shall be the charge of vessels at the outer limit of the anchor age, berth them in accordance with the orders received from the Harbour Master's Department, take charge of vessels shifting berth, going in and out of dock; or to and from a wharf or out of the anchorage, and to assist and report to the Harbour Master's Office all matters concerning the shipping in Port, and the conservancy of the river or harbour.

2.—When bringing vessels the Harbour Master will, as far as possible, meet the wishes of Commanding Officers and Consulates; and the entrance, working or clearance of vessels taking berths not assigned to them, shall be stopped by the Customs until the Harbour Master's orders are complied with.

3.—Vessels are to moor in accordance with orders received from the Harbour Master, and they are not to remove from the anchorage without his permission.

4.—The Harbour Pilotage Fees payable to the Harbour Master are as follow—

Shifting a vessel's berth; taking a vessel to or from a heavy down Hulk; \$10, in full.

THE "TREATY PORTS OF CHINA & JAPAN," AND "NOTES AND QUERIES ON CHINA AND JAPAN."
(By Mr. S. A. DENNYS.)
RATINGS FROM REVIEWS.

(From the "Straits Times," July 27, 1868.)

Some time ago we had occasion to remark upon the progress that Literature is represented by the Press had made and was making in the East, and our attention has again been called to the subject by the receipt of a Hongkong publication which deserves some notice and which we have great pleasure in introducing to the knowledge of our readers. We allude to *Notes and Queries on China and Japan*, published monthly by Mr. Sains, the proprietor of the *China Mail* newspaper. This publication is well printed on good paper, and in size and shape is very like its well-known namesake or prototype at home, and is equally a mine containing very curious and useful information regarding the language, literature, history, manners and customs of the Chinese and in a less degree of the Japanese. It says a good deal for the extent and stability of the footing of Europeans in China, that such a publication as this should be established and conducted with apparently successful vigour.

The publication is altogether a very interesting one, and wishing it every success, we commend it to the attention and support of our readers.

(From the "Friend of India," June 4, 1868.)

We acknowledge with thanks the receipt of the numbers for the current year of "Notes and Queries," a most deserving Anglo-Chinese monthly, edited by Mr. N. B. Denney, whose "Treaty Ports of China and Japan" are so well known. From the names attached to the "Notes" we can see that the contributors include some of the best and highest writers and scholars of interest is not confined to China, and its interest is of valuable assistance to all scholars, who have directed their attention towards the subject of Buddhism and its literature, and generally to all who are interested in oriental antiquities. It deserves to be better known in India.

(From the "London Examiner," May 15, 1868.)

This really useful volume ("Treaty Ports of China and Japan") is intended as a guide for travellers and residents in China and Japan, and as a book of reference for mercantile men generally. It contains accurate, historical and political, of all the open ports of these countries, together with Peking, Yedo, Hongkong, and Macao. It has been carefully compiled and edited by Mr. N. B. Denney; and the elaborate maps and illustrations of its great abundance considerably enhance its value.

We have thus given in outline some of the more prominent portions of the chapters devoted to Canton, as a specimen of the whole volume. Other chapters treating of Macao, Formosa, Ningpo, Shanghai, and the remainder of the treaty ports, we can only enumerate. The pages describing, and the capitals, are so interesting, and contain so much that is new to European readers, that they are highly public buildings, and general characteristics, that would find transfer them to our columns. A complete and intelligible plan of the Imperial City and neighbourhood, gives us a accurate notion of the relative position of its divisions, streets, and places.

In the introductory chapter to the notice of the Treaty Ports of Japan will be found a succinct history of that Empire, together with a summary of its government, public buildings, and general characteristics, that would find transfer them to our columns. A complete and intelligible plan of the Imperial City and neighbourhood, gives us a accurate notion of the relative position of its divisions, streets, and places.

In the introductory chapter to the notice of the Treaty Ports of Japan will be found a succinct history of that Empire, together with a summary of its government, public buildings, and general characteristics, that would find transfer them to our columns. A complete and intelligible plan of the Imperial City and neighbourhood, gives us a accurate notion of the relative position of its divisions, streets, and places.

